

New Jersey (Cunningham article)

Let's Explore--



Train hauls New England-bound freight past New Waywayanda Lake after a stop at Andover Junction to pick up cars and a halt at Gardner's Lake water tower.

A 'FEEDER' RAILROAD

WHENEVER the weather closes in on New York City or whenever the city's railroads become clogged with freight, railroad men switch their attention to the single-track Lehigh & Hudson River Railway which winds through Warren and Sussex counties to bridge New England and the South.

Long lines of freight cars usually routed via the Harlem River through New York are diverted to the L&HR on those adverse days. The extra bustle reminds old-timers of the days when the famous Federal Express roared down the valleys on its through route from Boston to Washington. That was from 1912 to 1916, before the Hell Gate Bridge was built.

If ever there was a scenic railway (and one which can easily be explored by a motorist) it is this 87-mile run between Easton, Pa., and Maybrook, N. Y. It enters the state at Phillipsburg with trackage rights over the Pennsylvania Railroad to Belvidere. After a swing east-

87-Mile run of the Lehigh & Hudson River Railway through North Jersey country makes an ideal 'scenic' route

BY JOHN T. CUNNINGHAM

ward through the truck gardens at Great Meadow it turns north to wind in and out of Sussex County's lakelands. Good roads follow the tracks closely all the way, but for purposes of closer examination today's trip stays with the railway only from Andover Junction to Vernon. The route has everything—great farmlands, sharply rising mountains, pleasant valleys, broad lakes and good roads. Above all, this is the heart of the Lehigh & Hudson River Railway as it relates to New Jersey.

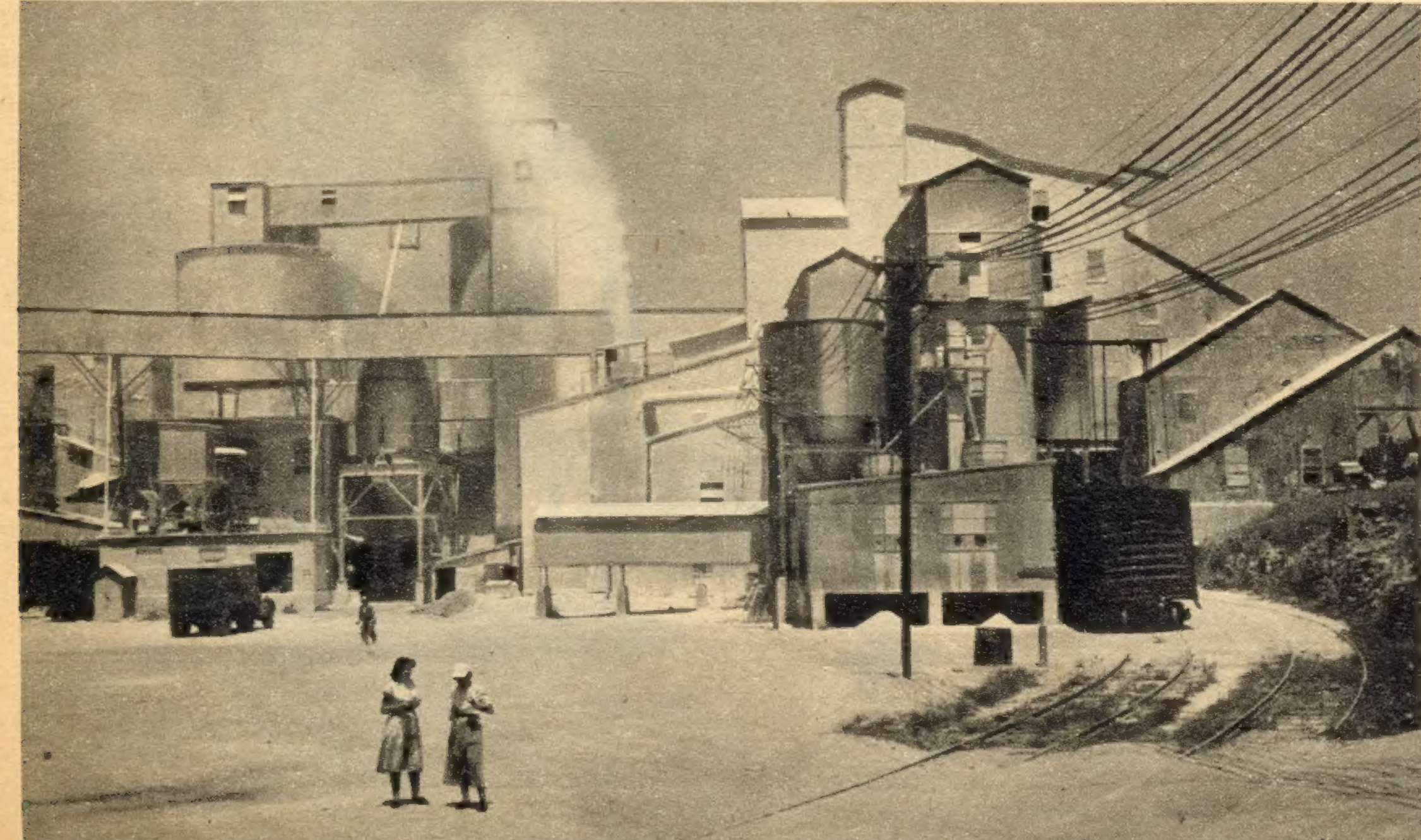
TURN right off Route 31 in Andover Junction on the road paralleling the L&HR tracks, where the sign points to Lime-

crest. That's a fitting first destination for today's trip because limestone was an important factor in bringing the railroad to New Jersey in 1880. Today limestone from Limecrest and zinc ore from Franklin form the bulk of the local New Jersey freight hauled by the Lehigh & Hudson.

Limecrest is a startling sight. The road rises through pleasant countryside, then suddenly dips down to go through the huge lime processing plant where the whiteness of the lime spreads over the countryside. The road winds behind the plant and becomes dirt and gravel to the crossing of Lafayette-Sparta road. After crossing the highway, keep right at the next intersection, then bear to the left over the dirt roads which pass Lake Grinnell. This little-known Sussex lake took its name from Grinnell Burt, one of the railroad's founders in 1859 and its president until 1901.

Beyond Lake Grinnell the

(Continued on Following Page)



Limecrest's processing plant supplies bulk of local freight hauled by L. & H. R.

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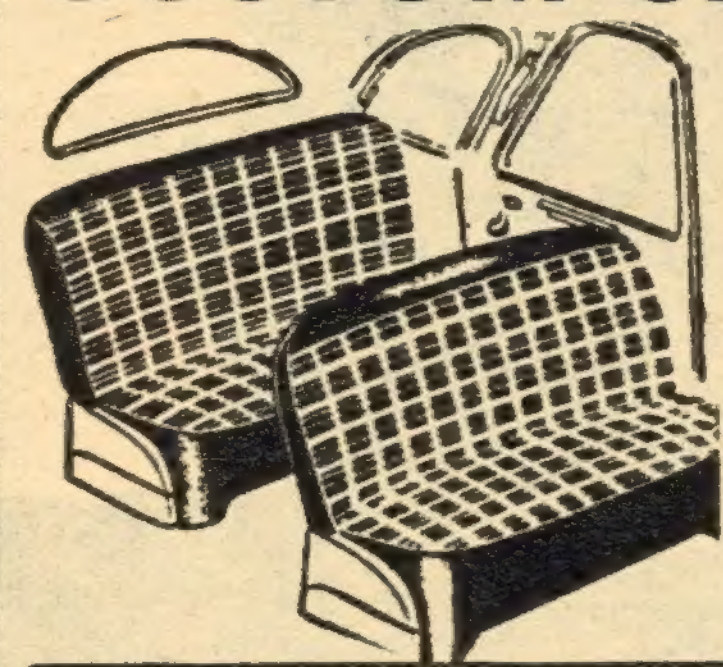
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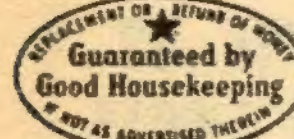
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Farm horses go unconcernedly about business of getting Sussex County hayfield mowed despite presence of puffing "iron horse" at head of freight.

LET'S EXPLORE--L&HR RR ROUTE

(Cont'd from Preceding Page)

motorist can either go into Franklin past the zinc mines or he can continue on less traveled roads into Hamburg to avoid traffic on the route to McAfee. If he goes into Franklin there is the possibility of seeing one of the trains made up of the special type closed hopper cars used to haul the zinc ore to Palmerton, Pa., for processing.

The road crosses the railway in McAfee. After the tracks are passed the white limestone cliffs on the left are reminders that once this was a busy lime center. Puffs of smoke from L&HR engines can often be seen in the valley to the left as the road winds upward to Vernon. The continual rise of the mountains to Vernon and beyond makes it easy to understand why a "helping" engine must be added to heavy eastbound freight trains in the hills between New Milford and Warwick, N. Y., just over the state border.

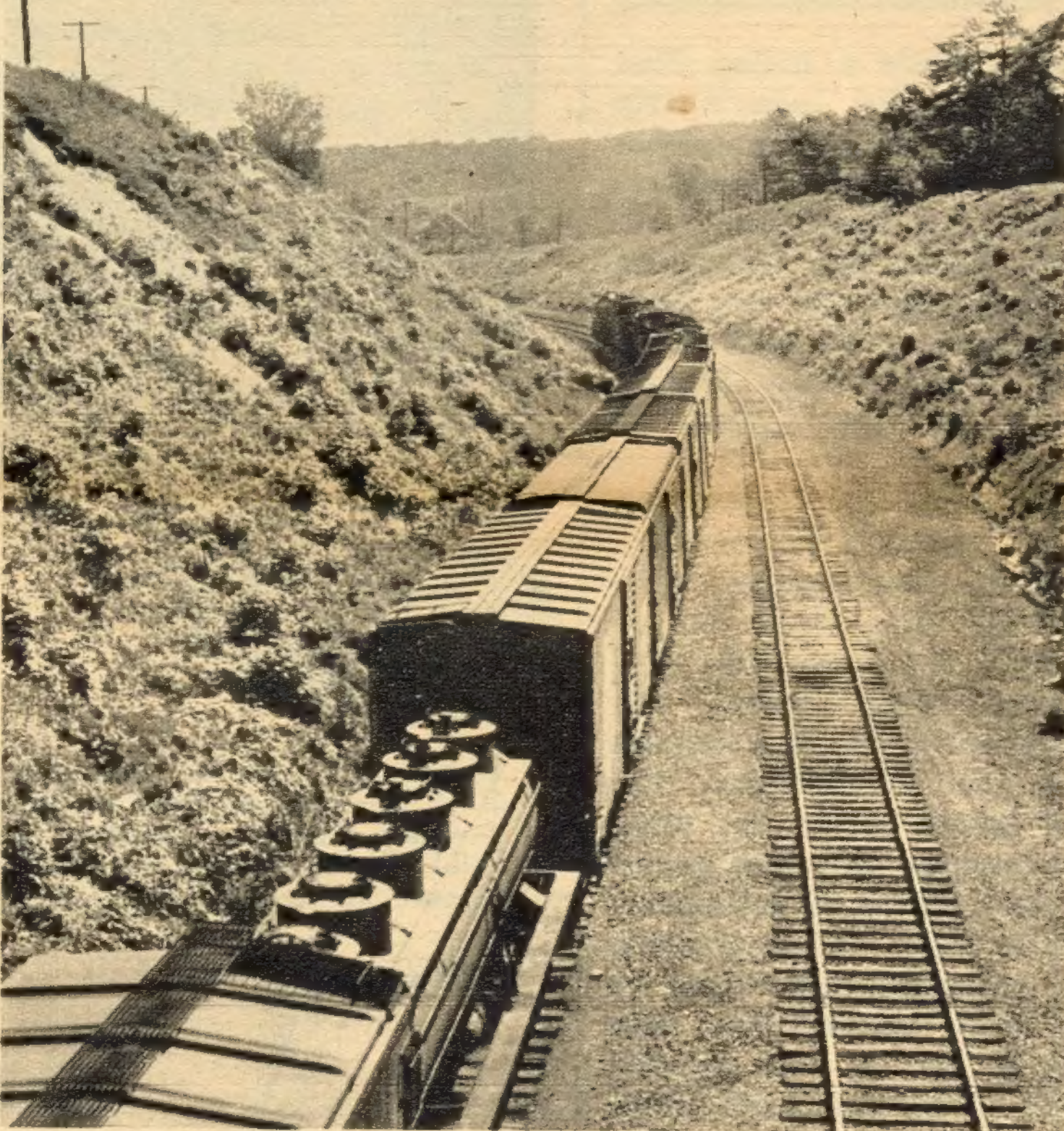
ESTABLISHED in 1859 as the "Warwick Valley Railroad" to aid the farmers in the fertile Warwick Valley in New York, the railroad was extended to McAfee in 1880. Ten years of gradual expansion stretched it from Maybrook, N. Y., to Belvidere in

1890, with trackage rights to Phillipsburg, and that year it also leased the new railroad bridge connecting Easton and Phillipsburg. The first through train from Easton to Maybrook ran in September, 1890.

As a pioneer in transporting fluid milk to New York City the Lehigh & Hudson River was the first road to have specially-designed refrigerated milk cars. By 1878 milk accounted for 68 per cent of the gross revenue. Today no milk is handled. In fact, only occasional shipments of any agricultural products are carried.

Four symbol trains ("symbol" meaning on schedule) make round trips over the tracks each day, carrying freight between the road's western connections and New England. Numerous local freights use the tracks between the times set for the symbols.

The steady strings of freight cars rolling over the tracks prove the usefulness of the L&HR. Statistics show how that usefulness has paid off. The Lehigh & Hudson River Railway has since 1921 been one of the few railroads in the nation without any bonded indebtedness. Further, the company has paid its annual dividends without interruption since 1912.



Deep cut and well-laid roadbed indicate fine construction of railway. Line is single track, with rails on right leading to a nearby town. Excellent condition of road and signal system partially dates back to period before the first World War when the crack Boston-to-Washington Federal Express sped through Northern Jersey.



Lake Grinnell, named for Grinnell Burt, one of organizers of the L. & H. R. and its president from 1859 until 1901.

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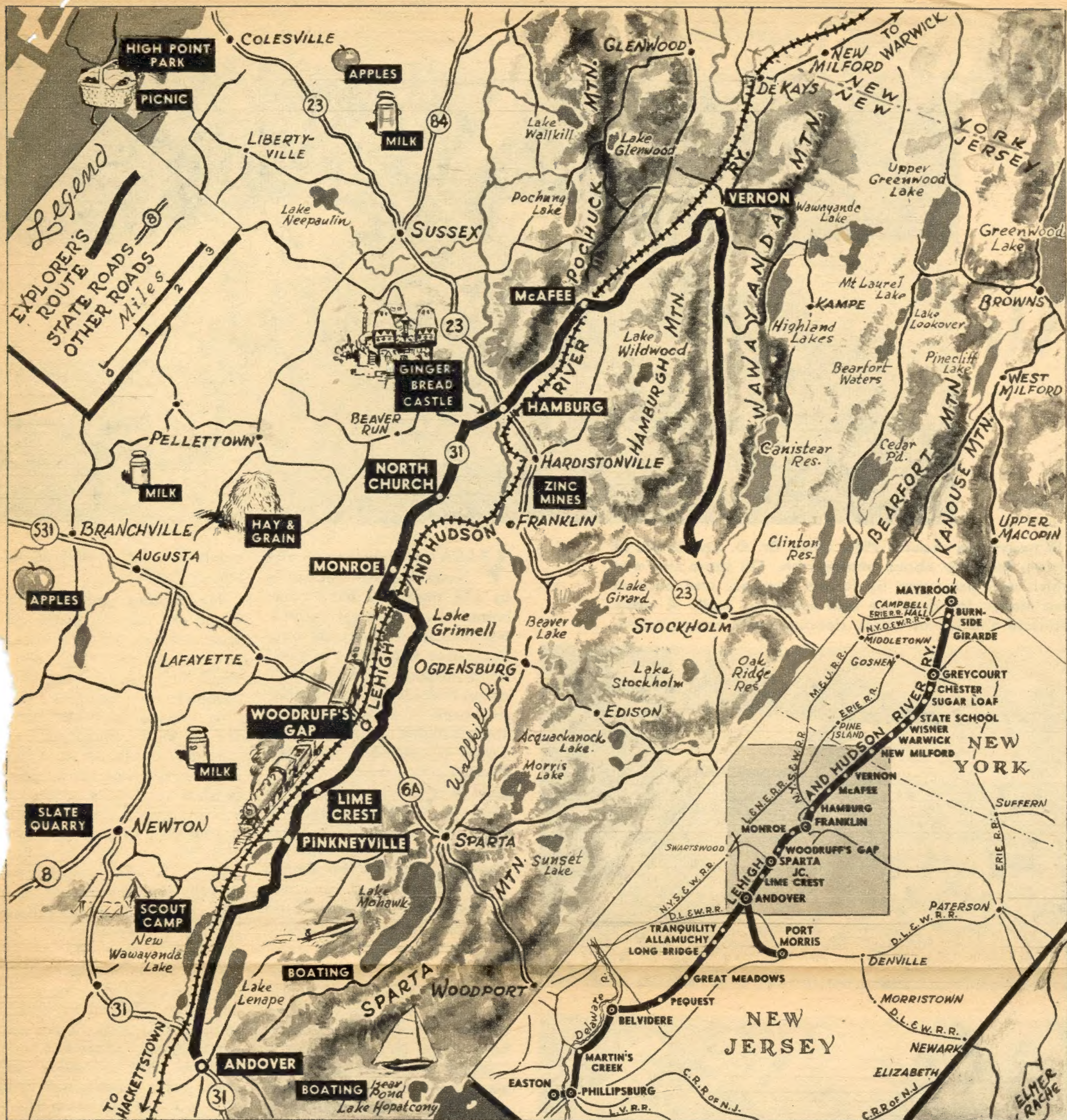
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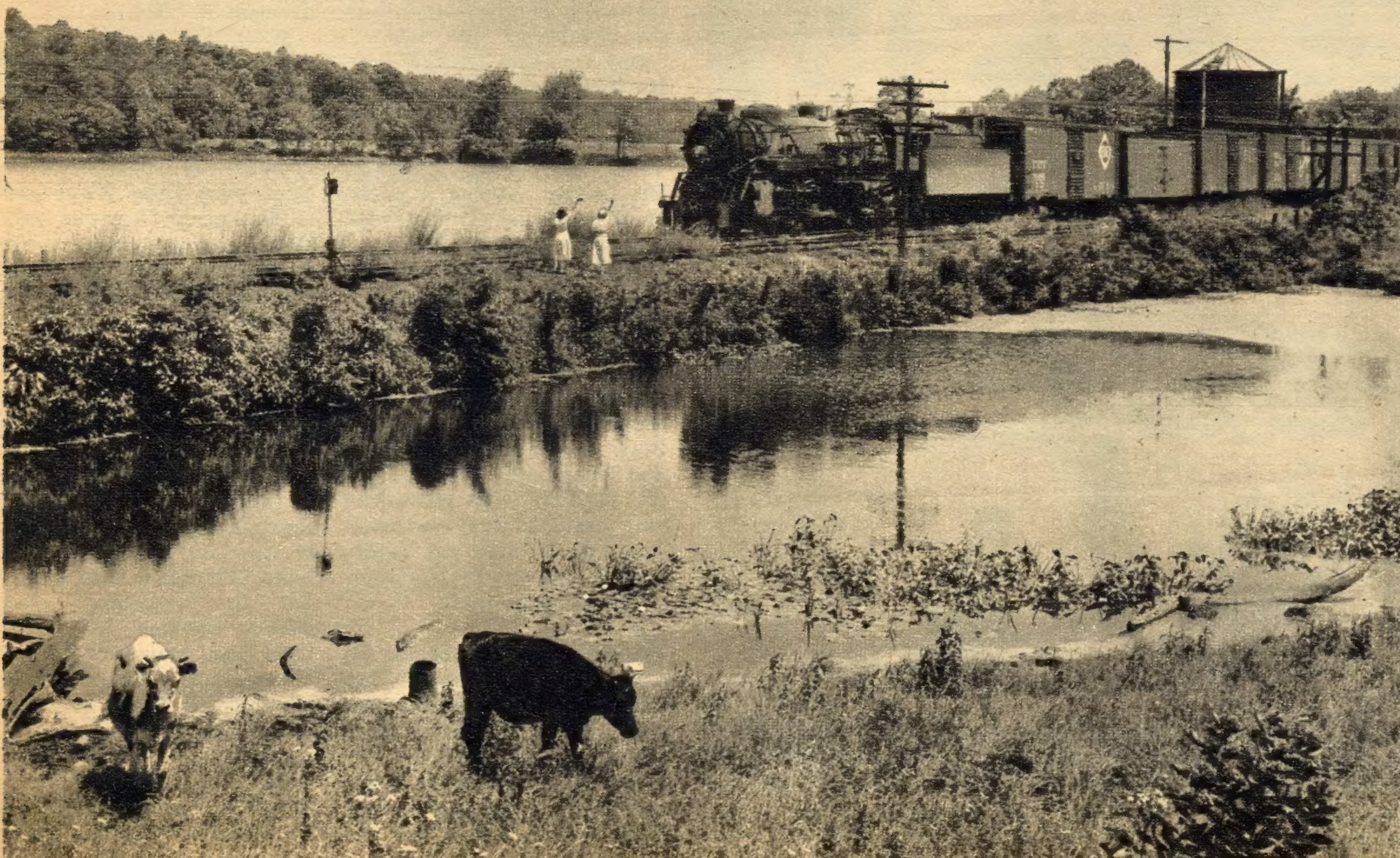
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Good roads follow tracks of the Lehigh & Hudson River Railway for tour outlined in above map and typical of

scenery along the way is the view shown below as one of freight trains made stop at Gardner's Lake water tower.



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When Newark Was Younger

EARLY CAMPING DAYS

(Photographs Courtesy of Charles R. Scott)

Tents lined shore at Lake Wawayanda around 1902 when Dr. G. Rae Lewis of Belleville, first camp physician, took the above photograph. On same site was built the lodge (below) which was presented by former campers and painted by boys who also gathered stones for fireplace and retaining wall. A cable ferry shuttled between mainland and island where sleeping tents were pitched.



Leaders at Wawayanda in 1902. YMCA camping, then in infancy, now enrolls over five thousand boys in over a dozen Jersey camps—Kiamesha, Arrowhead, Washington, Ocanickon, Acquackanonk, Kittatinny, Minisink, Wilson, and others.



Wawayanda's first life guards pictured in 1905 shortly after being trained in rescue methods by a representative of the U. S. Volunteer Life Saving Corps.

VACATION is over, and Newark boys and girls by the hundreds have come home from Summer camps, healthy, self-reliant and bubbling over with tales of good times outdoors. Many of their grand-dads, listening, are carried back in memory to pioneer camping days, for New Jersey is the home of Camp Wawayanda, whose history goes back to the Summer of 1886 at Lake Wawayanda, west of Greenwood Lake. With Camp Dudley at Lake Champlain, the other YMCA camp, it shares the honor of being the Summer camp with the longest continuous history in the United States.

Both camps were started in 1885 when Sumner F. Dudley of East Orange, volunteer worker, led a party of seven boys from Newburgh, on a camping trip to Orange Lake, six miles back from the Hudson River. Mr. Dudley, a surgical instrument manufacturer in Brooklyn, was then a member of the New York and New Jersey State YMCA committees. A borrowed tent, a few cooking utensils and a rented row boat were all the equipment that early camp boasted. But the experience was such a happy one, that George Peck of Newburgh, one of the group, has camped every Summer for 63 years since.

The next year Mr. Peck and Mr. Dudley, leading a party of 23 boys, some of them from this area, pitched their tents on the twin islands in Lake Wawayanda. In five years the camp grew so large that in 1891 it was moved to Lake Champlain. Those earliest weeks of camping at Wawayanda were truly rugged. Boys from Newark, Orange and Plainfield were among the pioneers who made the long train journey to Warwick, N. Y., and the eight-mile tramp up the mountain to the camp ground.

MORE than half of the 70 boys that first season on Lake Champlain were from New Jersey. Charles T. Kilborne, president of the Orange YMCA, for many years chairman of the New Jersey Boys' Work Committee, accompanied Mr. Dudley as As-

sistant Leader.

Mr. Dudley and Mr. Kilborne set the standards that have been a part of Wawayanda camping ever since. Their object in devoting the Summers to camping with boys, was to give the campers a jolly, wholesome experience outdoors in which there would be many opportunities to develop reverence for God and a sense of spiritual purpose in life. So, along with the boating, swimming, fishing, baseball, excursions, and the shared duties of camp life, there were morning Bible lessons, and evenings of singing by the camp fire at the edge of the lake, when college airs and popular songs of the day were followed by Gospel songs and hymns. Quiet vesper meetings before bed time, by the light of moon and stars, made religion a natural part of every day camp life.

Interest of Newark boys in the camp was intensified when the local YMCA started its boys work in 1893, under Charles R. Scott. Mr. Scott later was appointed State Secretary for Boys Work, a position he held until his retirement in 1934.

When Mr. Dudley died in 1897, Mr. Peck became the director of the camp on Lake Champlain which was renamed Camp Dudley. Mr. Kilborne, as chairman of the New Jersey Boys' Work Committee, and Mr. Scott as Boys' Work secretary, shared in the development of the camp program which steadily attracted greater numbers of boys.

BY 1901, Camp Dudley had become so large, that Mr. Scott and the New Jersey boys returned to Lake Wawayanda to found Jersey Boys Camp. A second group of New Jersey boys went to Lake Champlain that August but in succeeding years YMCA camping for Jersey boys was centered at Lake Wawayanda. That camp is remembered fondly by scores of men prominent in New Jersey today.

The whole experience formed a great contrast to the organized camps of the